

DATE

TOP SECRET

ROUTING

1	DXC	9	CC
2	"	10	UX
3	D/O	11	D/MS
4	RFD	12	"
5	"	13	RB
6	Command	14	DLA
7	"	15	
8	SS	16	

TO :

FROM :

ACTION:

INFO :

CHIEF

D/CHIEF

PRIORITY

IN72530

25X1A

TO

INFO

TOP SECRET 060545Z CITE

PRIORITY INFO PRIORITY

OXCAPT BLACKSHIELD OPS

REF:

COL SHELTON AND FROM

CITE
plans - please
review/evaluate and
get your ducks
lined up - then
let's talk.

25X1A

25X1A

1. REF PAR 1A. WE HAVE NO DOUBTS WHAT SO EVER THAT

OPERATED THE PACKAGE IAW PROGRAMMED DATA. AS MATTER OF FACT

FILM STRIP AND BRIEFINGS SHOWED TURN ON POINT ONE MINUTE EARLIER TO

PREVENT POSSIBILITY OF TURNING ON IN A TURN AS

25X1A

TURN-ON POINT WAS AT ROLL IN OF TURN.

2. SUSPECT THE CAUSE FOR YOUR CONCERN DUE TO THE FACT THAT

Q-BAY CONTROL WAS ACCIDENTLY TURNED "OFF" SOMETIME AFTER ENGINE START.

THIS WAS NOT NOTICED BY PILOT UNTIL JUST PRIOR TO ONE MINUTE PACKAGE
CHECK AFTER TAKE-OFF AND ENROUTE TO TANKER. THE EXACT TIME PERIOD IS
NOT KNOWN, HOWEVER, WE JUDGED IT TO APPROXIMATELY TEN MINUTES DURING
MISSION DEBRIEFING. SUSPECTED CAUSE OF ACCIDENTAL TURN-OFF WAS P.E.
PERSONNEL REMOVING PINS OR SUIT CONDITIONING HOSE AFTER LEFT ENGINE

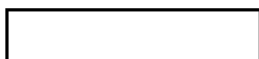
START. WE HAVE TAKEN ACTION TO PREVENT REOCCURENCE. WHILE THE

TOP SECRET

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

25X1A

IN 72530



~~TOP SECRET~~

PAGE 2

PACKAGE IS OFF, THE DATA CHAMBER IS NOT OPERATING, AND YOU SHOULD EXPECT PROBLEMS WITH DATA CHAMBER CORRELATION. A BETTER METHOD OF DETERMINING THE TURN ON POSITION ON THIS AND ALL MISSIONS WOULD BE TO USE THE POINT OF INCREASED SCAN RATE ON THE SC&DM. *Where in this*

3. REF PARA 1B.

A. THE PRACTICE OF ENDING A/R 60NM UP THE OUTBOUND TRACK ON REVERSE COURSE MISSIONS SUCH AS BSC22B HAS BEEN ADOPTED

25X1A

25X1A

AND I TO INCREASE PROGRAMMED FUEL AT KADENA TO 10,000 LBS MIN.

DATA COMPILED AT KADENA HAS SHOWN THE CLIMB DISTANCE IS CONSIDERABLE LESS THAN THAT DISPLAYED ON COMPUTER FLIGHT PLAN DUE TO EXTREMELY COLD TEMPERATURES ENCOUNTERED BETWEEN FL400 AND 750. SC&DM FOR BX6732 SHOWS CLIMB FROM FL294 TO FL781 TO BE 303NM IN LENGTH, AS COMPARED TO 345NM AND FL785 ON COMPUTER FLIGHT PLAN. AS YOU CAN SEE THIS HAS NOT AFFECTED PROGRAMMED OR MINIMUM PENETRATION ALTITUDE ALTHOUGH THE HEAVY WEIGHT TURN AT START CC DOES, TO SOME DEGREE, REDUCE OVERFLIGHT ALTITUDE.

B. IF PRESENT SYSTEM OF COMING BACK UP OUTBOUND TRACK WITH TANKER MUST BE DISCONTINUED, I BELIEVE A TURN AT THE FUEL DECISION POINT AROUND HAINAN ISLAND ON MISSIONS SUCH AS BSC22B WILL BE ROUTING TO ARRIVE AT KADENA WITH 10,000LBS FUEL REMAINING. FUEL CONSUMPTION HAS BEEN INCREASED BY CLIMBING TO FL800 AFTER A/P, BY 25X1 WARMER THAN STANDARD TEMPERATURES ABOVE FL750, BY HEAVY WEIGHT TURNS AT START CC, AND BY USE OF FULL AB ON FLIGHT OVER DENIED TERRITORY.

C. ADDITIONALLY, DESCENT RANGES HAVE BEEN SIMILARLY AFFECTED BY THIS COLD TEMPERATURE AND INSTEAD OF THE CUSTOMARY 225NM DESCENT

TOP SECRET

25X1A

IN72530

T O P S E C R E T

PAGE 3

RANGE, WE HAVE FOUND THAT A MINIMUM DESCENT RANGE OF 260NM MUST BE USED TO BOTTOM OUT 20NM FROM THE ARCP. DRIVERS FEEL THAT A DESCENT RANGE OF 275 NM WOULD BE OPTIMUM FOR ASSURING NO OVERSHOOT AT ARCP. (RX6732 SC&DM SHOWS DESCENT RANGE TO BE 275 NM FROM START DESCENT TO BOTTOM OUT, 14 NM SHORT OF ARCP.)

4. IN SHORT, AS WITH MOST ALL OTHER AIRCRAFT, ACTUAL PERFORMANCE AND CHART PERFORMANCE FIGURES ARE NOT ALWAYS THE SAME. CHANGES IN OUR CLIMB AND DESCENT RANGE ARE A FACT DUE TO THIS EXTREME COLD AIR BETWEEN FL400 AND 750, EVEN THOUGH COMPUTER AND PERFORMANCE FIGURES DON'T SHOW IT. WE HAVE BEEN TAKING ADVANTAGE OF BETTER CLIMB PERFORMANCE TO GET HOME WITH MORE FUEL.

T O P S E C R E T TOP: 260640Z NOV 67

*don't agree - how the hell can we
give flight plan (valid) if this true.
We were told it was hotter than standard
now it's colder than standard.*

T O P S E C R E T